

**City of Northampton
MASSACHUSETTS**

In the Year Two Thousand Fourteen

UPON THE RECOMMENDATION OF THE Office of Planning & Sustainability

ORDINANCE

An Ordinance of the City of Northampton, Massachusetts, providing that the Code of Ordinances, City of Northampton, Massachusetts, be amended by revising section 350-2, 350-8.11, and 350-11.6 of said code; providing for bicycle parking and pedestrian access standards.

Be it ordained by the City Council of the City of Northampton, in City Council assembled, as follows: That section **350-2, 350-8.11 and 350-11.6** of the Code of Ordinances of the City of Northampton, Massachusetts, be amended so that such section shall read as follows:

§ 350-2. Definitions

{Insert the following new definition. No other changes to section.}

Bicycle Parking

An area within which one intact bicycle may be conveniently and securely stored and removed, without requiring the movement of other parked bicycles, vehicles, or other objects to access the space. Spaces are **Short-Term** designed to serve trips of up to a few hours and shall include **Bicycle Racks**, a fixed-in-place stand, which allows a bicycle to lean against it in either an upright position with both wheels on a level surface, or in a vertical position with one wheel on a level surface, or **Long-Term** designed to serve residents and others who require storage of a bicycle overnight, and which is designed to securely enclose and protect bicycles from weather, being located in a building, garage, bicycle shed, covered bicycle cage, or bicycle locker.

§ 350-8.11. Bicycle Parking

{Delete former 350-8.11 Bicycle Storage and replace with the following.}

- A. Bicycle parking shall be provided for any new building, addition or enlargement of existing building, or, except for in Central Business District, for any change in the use of a building.
- B. The number of bicycle parking spaces shall be calculated using the following table.

Table of Short-Term and Long-term Bicycle Parking Requirements

<u>Use</u>	<u>Bicycle Parking Requirement*</u>
<u>Residential, hotel, motel, bed-and-breakfast</u>	<u>0.1 space per dwelling unit or hotel room (of which at least 50% shall be long term)</u>
<u>Theater, gymnasium, auditorium, church, takeout or sit-down restaurant, bar, nightclub, YMCA, library, museum, funeral parlor, country club, community facility</u>	<u>1.0 per 1,000 square feet</u>
<u>Commercial, retail, seasonal retail, personal service, office, hospital, other medical uses</u>	<u>0.5 per 1,000 square feet</u>

<u>Use</u>	<u>Bicycle Parking Requirement*</u>
Manufacturing, industrial, utility, power plant, warehouse, storage, wholesale establishment, automobile retail, sales, rental, service and wash	0.1 per 1,000 square feet
K-12 school, college, business, trade, or industrial school classroom, laboratory, and other teaching areas	1.0 space per classroom
Mixed use	Requirements for each use
Temporary uses in unheated outdoor space in any business or industrial district	None required
Any permitted use not covered by this schedule	Closest use determined by Building Commissioner

*The Office of Planning and Sustainability can authorize a reduction in parking requirements when there are unique reasons why new bicycle parking is not required, including the availability of adequate public bicycle parking, or accept payment in-lieu of bicycle racks when providing racks on public property provides a better option.

C. All short-term bicycle parking shall incorporate bicycle racks and the following additional specifications (see *Northampton Bicycle Parking Guide* for graphics and precedents):

- (1) Bicycle racks shall be located within 50 feet (50') of the primary building entrance. If the primary building entrance is within 50 feet (50') of the public right of way, the bicycle rack should also be located adjacent to public streets or sidewalks or, with city approval, within the public right of way.
- (2) Bicycle racks shall allow at least two-and-a-half feet (2.5') clear horizontal distance from the center point of the bicycle rack in a direction perpendicular to the length of the bicycle, and at least three feet (3') clear horizontal distance from the center point of the bicycle rack in each direction parallel to the length of the bicycle, to provide adequate space to store and remove a standard bicycle.
- (3) Bicycle racks shall be arranged either in rows (bicycles are parked side-to-side) or in alignment (bicycles are parked end-to-end). Where bicycle racks are arranged in rows, they shall be spaced at least two-and-a-half feet (2.5') apart on center. Where bicycle racks are arranged in alignment, they shall be spaced at least eight feet (8') on-center.
- (4) When a bicycle rack is placed perpendicular to the curb, it must be located on the sidewalk with at least four feet (4') from the curb to the nearest vertical component of the bicycle rack and units placed parallel to the curb must be placed on the sidewalk with at least two feet (2') from the curb to the bicycle rack.
- (5) Bicycle racks shall be at least eight feet (8') from a curbside or wall fire hydrant.
- (6) Where twenty (20) or more bicycle parking spaces are required, at least five percent (5%) of the required spaces must provide an additional two feet (2') of space parallel to the length of the bicycle to accommodate tandem bicycles or bicycles with trailers.
- (7) Bicycle racks shall include surfacing that is designed and maintained to be mud and dust free. The use of rock or gravel areas is permitted provided that edging materials, such as landscape timbers are used so that the bicycle parking space is clearly demarcated and the rock material is contained.
- (8) With the exception of residential uses, bicycle racks must be sufficiently separated from motor vehicle parking areas to protect parked bicycles. The separation may be accomplished through grade separation, distance or physical barrier, such as curbs, wheel stops, poles, vegetation, or similar features.
- (9) With the exception of single and two-family uses, bicycle racks must be accessible by way of at least one clear, lighted, ADA accessible stabilized-surface five foot (5') wide access route from bicycle parking to a public right of way that does not require carrying the bicycle and is free of any obstructions.

- (10) Bicycle racks that require a user supplied locking device shall be designed to accommodate both chain and U-shaped locking devices and shall support the bicycle frame at two locations (not just the wheel).
- (11) Bicycle racks may provide bicycle parking spaces on each side, provided that both sides meet the spacing requirements set forth herein. If a bicycle rack meets the spacing requirements on one side of the stand but not the other (as may be the case where a bicycle rack is attached to a wall), then it may provide bicycle parking spaces on that side only.
- (12) The preferred designs for bicycle racks are post and loop, inverted "U," and wave. Other designs may be approved by Planning Board or Office of Planning and Sustainability to allow new or innovative technologies that provide equal or greater convenience and accessibility to bicyclists when compared to facilities designed according to the *Northampton Bicycle Parking Guide* standards.

§ 350-11.6. Approval Criteria

{Revise subsection F paragraph (2) as shown. No other changes to section.}

F(2) Pedestrian, bicycle and vehicular traffic movement on site must be separated, to the extent possible, and sidewalks must be provided between businesses within a development and from public sidewalks, cycle tracks and bike paths. All projects shall include sidewalks and tree belts abutting the street, except where site topography or other limitations makes them infeasible. In such cases where the sidewalk is infeasible, the developer shall install an equal number of feet of sidewalk and/or tree belt in another area of the community as deemed by the Planning Board or Office of Planning and Sustainability. All sidewalks shall meet the following standards:

- (a) All internal and external sidewalks will be constructed of cement concrete. Sidewalks will be at least six feet (6') in width in all commercial zoning districts and all industrial zoning districts. In all residential zoning districts sidewalks shall be at least five feet (5') in width.
- (b) If gratings are located in walking surfaces, then they shall have spaces no greater than 1/2 inch wide in one direction. If gratings have elongated openings, then they shall be placed so that the long dimension is perpendicular to the dominant direction of travel.
- (c) Ramps allowing access to the sidewalk and street by variously-abled persons shall be required at the corner or within the curb area immediately adjacent to the sidewalk.
- (d) For any new driveway, the portion of the driveway that crosses the sidewalk shall conform to the sidewalk requirements set forth herein, regardless of whether there is a sidewalk improvement extending along the balance of the frontage property, with sidewalks constructed with extra depth to withstand cars.
- (e) The sidewalk cross slope of 1:50 should be maintained across the entire driveway. The driveway apron should be located in the tree belt between the pedestrian way and the roadway.
- (f) Curb extensions may be used at any corner location, or at any mid-block location where there is a marked crosswalk, provided there is a parking lane into which the curb may be extended. They may include transit stops. Curb extensions must be designed so as not to impede bicycle traffic. Curbs may be extended into one or both streets at a corner. No obstructions or private use should occur in the curb extension.